



The National *Falcon* News

The Monthly Magazine of The Falcon Club of America

JULY 2009

Robin Corbin Photography

Falcon "Mini Meet"
Pumpkin Run Nationals
Owensville, Ohio

Cover: Robin Corbin Photography

Photographer Robin Corbin and Ohio Valley Vice President Jerry York have teamed up again to cover the Falcon 2008 Falcon Mini Meet at Pumpkin Run Nationals. Over thirty-five Falcons attended—they will be looking for you and your Falcon October 3–5, 2009. See article and details beginning on page 16.

What's Happening with the Cover?

We have had overwhelming response so far in strong support of the new horizontal format for the cover.

Then why is this cover vertical? A very nice horizontal cover was picked out, but when I saw Robin's coverage of the Mini Meet, and this photo in particular, it was clear that, this month, we were going vertical. Several wise readers even suggested using the format that best suits the photo. Brilliant!

We are still looking for FCA members opinions and suggestions while we make some design changes to your magazine. Let us know what you think!

Question:

"Do you like the recent design changes in *The National Falcon News*?"

Answers:

1. Design changes? Doesn't look any different to me.
2. Yes, the horizontal cover really works.
3. It's weird to have the cover be horizontal and the rest of the magazine vertical...
4. I think the whole magazine should be horizontal.
5. Leave it alone, don't change anything.
6. Change everything!

Thanks for your input! This is your magazine. All submissions by FCA members are greatly appreciated—we want to make your Falcons look their best!

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My Falcon

Nicole Lavoie's 1969 Falcon

I've

been meaning to write because I thought I should send in a picture of my Falcon, as you did not often feature the later models. But seeing March's cover was a charm. I thought I had a rare model being of the 1969 vintage, but your March cover could be its twin. My '69 was also the monthly feature, February/March 2009, in a Québec vintage magazine.

My uncle was the first proud owner of this car. It was also his first car at the age of 51, and it was bought new in the fall of 1969 in the Montreal area. In poor health in the late '80s, he sold it to me in 1990 with 28,000 miles. I have had it since and it has remained in its original state. To protect it, I had it repainted in 2005 in its original color after having it stripped to the metal and reassembled with all its original parts.

It is always with renewed pleasure that I take it out of hiding in the spring. It's now at 58,075 original miles. It has never been out in a Canadian winter.

Glad I took the time to write you. Keep up the good work!
"Falcons Forever!"

—Submitted by Nicole Lavoie
(FCA #12906)
Montréal, Québec



—Continued on page 4

My Falcon: Nicole Lavoie's 1969 Falcon



Send some photos and a story about your Falcon for our new "My Falcon" Feature. Send on CD to the Editor at the address on page 5.

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Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastm

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
YOU'RE CALLING.**

Falcons For Sale



1960 two door Falcon. Hot 302 and new transmission. Five lug brakes with Granada disks front. New black bucket seat. Started to cut rear fenders to open well. New rubber in doors. Painted jams with Mustang Electric Blue. I'm 76, time to sell my toys. asking \$15,000 or take some trade, early old Rancho and money. Bob Baker, 541-884-2817.



1961 Falcon Tudor. Good 170 engine, 3 speed. Solid, straight body, decent interior. Good brakes and tires. Runs and drives. Needs a little of this and that. \$2995. Call Ben after 5 PM for info, 417-538-2753.



1962 "Futura Hotrod." Drive train is 1963 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500 OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

—Continued on page 9

President's Message

Chuck Beason

Our *National Falcon News* has received recognition once again for the ninth consecutive year as the recipient of the Golden Quill Award presented by Old Cars Weekly. Thanks to our Editor, Wendy Crosby for the excellent magazine.

I would also like to thank the Membership for submitting the great articles and photos of the Falcons and our Falcon Family.

Carolyn and I are making our last minute preparations for our annual trip to the Falcon Club of America National Convention. We're both excited about the trip and getting to see our many Falcon Friends. I hope everyone has made their plans by this time and are ready for the trip.



Our Club Store Managers, Bonnie and Mary are planning to have some new merchandise available again this year. Thanks to the Membership for supporting the Club Store with your purchases. Stop by this year to visit the Club Store and say thanks to Bonnie and Mary.

We look forward to seeing everyone in Dover at the 30th National Convention of the Falcon Club of America. Members of the Mason Dixon Chapter have been very busy planning and are sitting on ready for the "Dash to Dover" of hundreds of

Falcons.

Don't forget, "Take A Kid To A Car Show" this year. Maybe Dover?

Chuck & Carolyn

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TECH TIP—OPENING A STUCK TAILGATE WINDOW

When I bought my 1963 Deluxe four door wagon, there was evidence that it had been left under a pine tree with the windows open for a long time. I spent most of the first morning cleaning old dry pine needles out of every possible nook and cranny, the inside of the heater box, everywhere.

Another problem on my long list of initial things to fix was that the tailgate window would not crank all the way down, no matter what I did. What's more—the crank was broken, but I jury-rigged it with a vise-grip. I realized that I needed to open up the tailgate to access the regulator mechanism and unblock it. This led to a paradox: in order to undo the bolts that hold the tailgate together, you need to open the tailgate. But, in order to open the tailgate, you need to lower the window all the way. I was in a quandary!

Then I looked in my 1960–63 Ford Shop Manual, and burst out laughing when I realized that I am not the first person to find himself in this situation. In section 12.6, Ford found it necessary to add a part that begins, "If the tailgate window regulator mechanism should fail with the window in a partially closed or closed position, the tailgate can be opened by removing the window side and upper runs."

In brief, first you need to remove all the plug buttons and moldings that surround the inside of the rear window. Then you can access the bolts that hold on the exterior chrome trim, allowing you to carefully open the tailgate with the window still up.

Unfortunately, the game was not over. To remove that exterior chrome trim, you need to remove four nuts from the inside, by way of incredibly small access holes. The bolts extend way past the nuts, making it impossible to use a normal socket drive. The access holes are too small for my needle nose pliers to make it to the nut. (See photo.)

My solution in this case was to slip my 3/8" socket through the access hole with the bolt passing all the way through the square drive hole, and turn it with a screwdriver. This allowed me to get the nut off. See photo for mock-up.

Once the door was open and the inside panel removed—some rusted tailgate bolts had to be sheared off—I found the source of the problem. Not surprisingly, the bottom of the door was filled with



Bolt locations for removing tailgate window trim



How to undo the nuts

tons of—guess what—dry pine needles, which blocked the window from descending all the way. I was probably lucky that I didn't bust anything when I tried to crank the window down. Once the pine needles were removed, I lubricated the mechanism. After that, the window worked fine.

When I reassembled everything, I put a spacer and a washer on the bolt before threading the nut, allowing me to use my socket drive in the normal way to tighten it. That will also make it easier to take apart next time...

—Submitted by Jon von Zelowitz (FCA #12493)

Paris, France

Classified Ads (con't)

—Continued from page 6

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

1964 Falcon Futura Convertible. less than 5000 miles since total restoration. Red on red. White top. 200 six automatic. This Falcon has the rare stainless steel wheel covers. Excellent condition,

has always been garaged. \$13,000 OBO. Call Dave at 508-949-0771. Webster, MA.

1964 Ranchero. 200 I6, C4 trans. Wimbledon white, red interior. Body work on driver's quarter panel done. \$3900. OBO. Craig, 248-202-7148 or email Cragar777@yahoo.com. MI.

1964 Falcon Futura Convertible. 200 c.i. 6 cyl auto. 50K original miles. Excellent Condition. 2nd owner. Turquoise w/ white convertible top. Asking \$10,750. Call Joe in Ohio at 614-581-0130.



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR. (07/09)



1963 Falcon Futura hardtop. Solid original floors. Rebuilt 200 cu. in. engine. Rebuilt C-4 transmission with shift kit. All new interior with new foam on front seats. Class winner in three Falcon Regional Meets. Selling due to age and health. \$7900 OBO. Sam Michaelian, 860-916-7282 or flyboysarkis@aol.com. CT.

1963 Sprint hardtop. 150,000 miles on body, Original baby blue paint with turquoise interior. Dallas car. Rebuilt 289 V8 and C-4 automatic transmission. New front suspension, and gas tank. Many extra parts. \$7000. Bill, 817-265-8314, if no answer, write letter. 214 Ditto Lane, Arlington, TX 76010.

—Continued on page 11

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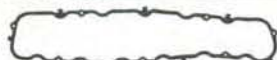
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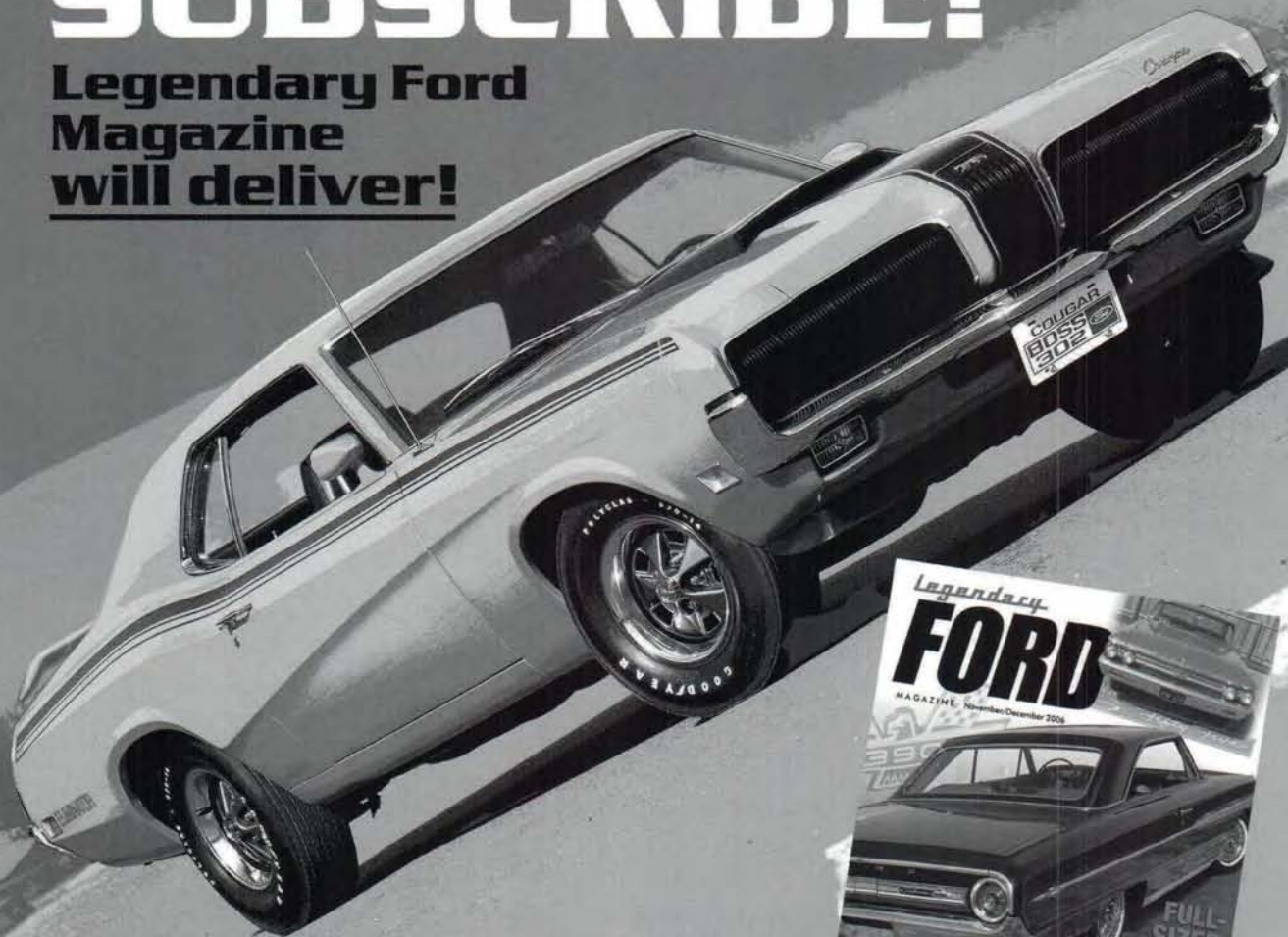


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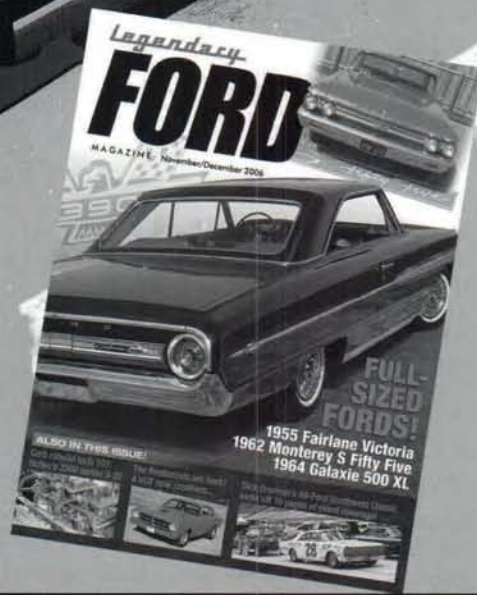
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Classified Ads (con't)

—Continued from page 9



1964 Falcon Sprint, 260 V8, four speed. All glass and trim good. More pictures, no smoke. Top end rebuilt, new radiator. Little or no rust, new carpet, original seats. Asking \$9000. Rick Davis, 479-221-8556 or 479-646-5084. AR. (07/09)



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.

1965 Falcon Ranchero. Wimbledon white with Palomino interior. Resto-modded with a modified 250, an SROD 4 spd OD and an 8" rear end. Repainted and always garaged since. Use it as a reliable daily driver, restore or step it up to show. \$8,500. Dave Schjeldahl, 208-523-2763 or daschj@cableone.net. ID.

1965 Falcon Futura Convertible, Rangoon red with red interior, black top. V8, 4 speed bench seat with 63,000 miles. No rust solid body/floor panels west coast car. Included NOS parts in original Fomoco boxes. \$3000 in parts have receipts. \$17,900 Call Ed, 610-746-3056 or regi10s@enter.net. PA.

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1965 Falcon Futura. 6 cylinder. some rust on roof and all over the car. Fair trim and excellent glass. Haven Paxton. 912-280-9641 or havenpaxton@aol.com. GA.



1968 Falcon Futura four door, white over bronze, white interior. 62,000 certified miles, 289 2-V, Cruis-o-matic, factory air, power steering. New brakes, new dual exhaust, good tires. A very smooth driver. This Southwest car has zero rust. \$4500 OBO. Ask for photos. Cliff, 575-585-5545 or hhazard87002@yahoo.com. NM.

1969 Falcon, rebuilt 200 CID engine. C4 transmission, recent brakes, radiator and exhaust. Body rough. \$1000 OBO. Andy Parker, 724-640-1681. Pittsburgh, PA.

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet

two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org

Falcons Wanted

Wanted: 1963 Falcon convertible needing minor repair. Please call Ed at 215-493-6749. PA.

I am looking for a 1965 Falcon Futura station wagon or two door. Something that needs work. Leave name, number will return call. Michael, 716-883-3689. NY.

Wanted: 1965 2-door wagon. Body style 59A or 59B. Must have all the stainless and chrome trim in good condition. Contact Mark Klutenkamper, 952-891-4535 or email Ranchero@charter.net. MN.

Parts Wanted

1963-1964 Sprint tachometer in any condition. Call 508 998-590 or email Ed@emfalconeddie@gmail.com. MA.

1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition, either NOS or used: front bumper, grille, h/l doors, park lamp/signal assemblies, hood chrome, side trim, bucket seats,

—Continued on page 12

Classified Ads (con't)

—Continued from page 11

power tailgate window parts, etc. Keith Litteken 11394 Revere Ln. St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

Ring and pinion differential assembly for an early 6 cylinder, 3.89 :1, code 2 rear axle. The ring gear has 35 teeth and part # CODW 4210S. The pinion gear has 9 teeth and part # CODW 4610L. They must be a matched set. Please call Joe Tatti at 905-335-2834 after 6 pm EST. Ontario Canada.

Wanted: NOS or extremely excellent condition "BLUE" rear seat ash tray for a 1962 Ford Falcon 4 Door Sedan. Also a decent set of hubcaps for a 1962 Ford Falcon. I have a set of 1962 Futura hubcaps that are in great shape, but have faded colors that I would be willing to trade and/or add to the deal. Please no major scratches or dents. I prefer email. Falcon_Freak_16@yahoo.com. Rob Storey, 717-465-8607. Glenville, PA.

Parts For Sale

1963 Falcon Futura 170 six cylinder engine and Dagenham 4-speed transmission. These original parts have not been separated since removal, are un-restored/

1960-1970 FALCON

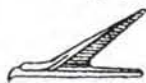
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We now have 1960-65 Falcon four door seat covers and door panels!

un-modified and being sold as is. The engine is complete except for the carburetor. The transmission is complete except for the shifter box. I'm converting the Falcon to a V-8 and have no need for these parts. The car sat for nearly ten years before I purchased it. The second owner insisted the vehicle had 18,000 original miles. The odometer reads 18,000 plus miles, so the actual mileage is either 18,000 or 118,000 miles (18,000 miles seems accurate). The engine turns freely and the tranny shift arms move the gears. Selling as a unit, \$700 for both. Contact Steve Brown, 541 440-2697 or theobrowns@charter.net. Roseburg, OR.

1963 170 6 cyl. engine w/trans \$450. Air conditioning unit complete. \$375. Power steering unit complete. \$400. Two intake manifold for small V-8 \$70. ea. Three to four bbl carbs, need rebuilding \$75 for three. Brand new water pump for small block V-8 \$35.

—Continued on page 28

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART VIX

MORE RUST DAMAGE REPAIR

All three of my Falcons share one thing in common; rust at the center-top of each inner fender. The most likely cause for rust in this area is a reinforcement piece behind the inner fenders. It sits in the wheel well and moisture that the tire kicks up gets trapped between the inner fender and this reinforcement. Of course no paint gets on the inner surfaces and it doesn't take many years for the damage to be done.

The other common engine bay rust issue is around the battery, often referred to as the battery box area. In both engine bay rust areas, fabrication of patches is probably the only option. I cut out as little area as possible trimming until all the rusted metal is removed. Once the rusted metal is removed, a cardboard pattern is made (cereal boxes work well). The pattern is then transferred to sheet metal. For small patches like these, discarded sheet metal from a body shop works well. As in the other rust repairs, the pieces are butted and stitch welded.

FRONT FENDERS

Two typical problem areas in Falcon front fenders are over the headlights, often referred to as the eyebrow, and the lower rear behind the wheel. Patches are manufactured for both of these areas. The Ranchero had no right fender; fortunately I had one that I had picked up for the Future trim piece (arrow). It had a little rust that was cut out and patched. The left fender had taken a small hit in the front that needed a patch. If shipping wasn't so expensive, the better option might have been to seek out good used fenders. A search was made at Ford Carlisle, but most "rust free" fenders for sale had more rust than the ones I already had.



Typical inner fender rust. Notice the inner fender and the reinforcement plate underneath. Both will get patched.



The reinforcement plate is removed and the rusted inner fender material is cut out with a 4" cut off wheel in a pneumatic grinder.



The patching is completed and the reinforcement plate is clamped on for a trial fit.



Be sure to save the VIN number if possible. Fortunately there was no rust near the VIN.



Notice the dent in the front edge of the fender.



Dent is repaired; fender is stripped and is ready for primer.

—Continued on page 14

—Continued from page 13

DOORS

The doors on the Ranchero were near perfect. The only issue was the dreaded fatigue crack. This is not a rust issue per say, but since the welder is out; it is a good time to fix the problem. Falcon doors are made up of an inner shell and an outer skin. The two pieces are well bonded (spot welds) across the sides and the bottom. On the upper edge, there is little room left to attach the two pieces because of the window glass channel. There is only one middle attachment point and that is between the front vent window and the side door glass. This joint fatigues from the closing of the door and the harmonics it causes. The Ranchero was worse than any other Falcon door I have seen. It must have been slammed shut often, more than likely by someone using the vent window post as a handle.

It took seven to eight months to repair the rust damage. There were many weeks that had more than 50 hours of time spent on the crusade of rust elimination. This was a California fairly low rust vehicle! As I look back on the rust elimination process, all I can say is I've got to be crazy. Falcon fanatic maybe?

NEXT MONTH: STRIPPING PAINT



The inner door panel crack is welded shut. The vent window was re-inserted to check the fit around the repair.

Dick Harrington (FCA #12563) of Delhi, New York is a regular contributor to *The National Falcon News*.



The dreaded fatigue crack! This is on the driver's door.



This is the view from the inside of the door. It took a lot of door slamming to create this much damage.

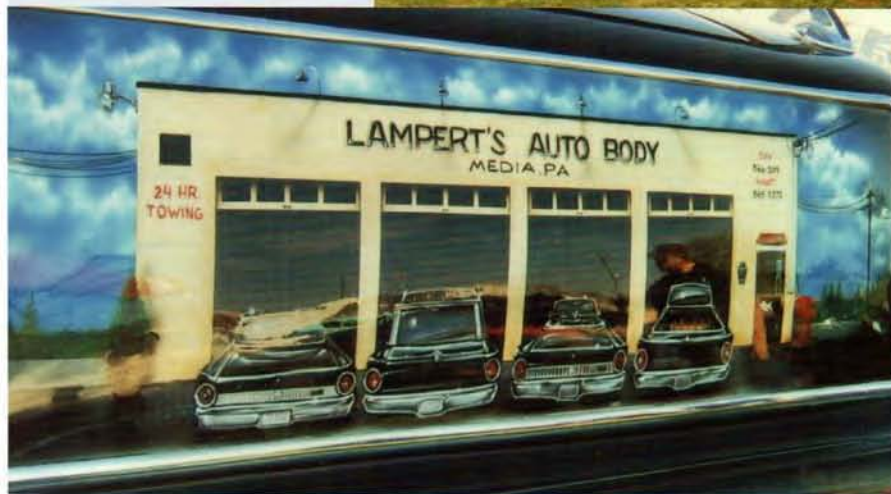


The fatigue crack is welded back together.

Falcon Family Photos

Bill Lampert of Media, Pennsylvania writes, "I have four Falcons;"

- 1964 Ranchero
- 1964 Sprint HT
- 1964 Sprint Convertible
- 1964 Sedan Delivery



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Falcons Roost at the Pumpkin Run

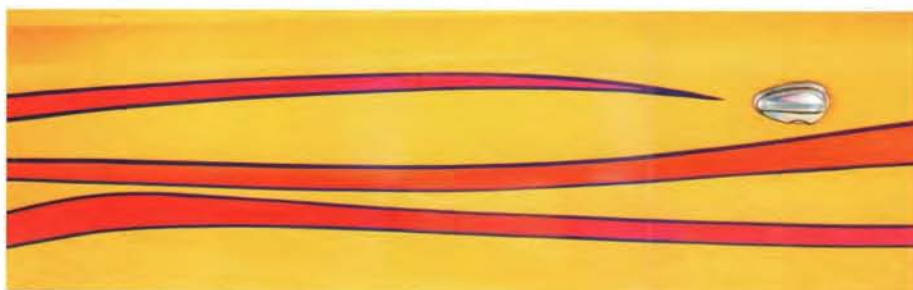
For the fourth straight year, on a sunny and pleasant October Saturday just east of

Cincinnati Ohio, the Falcons came from near and far to roost at the Clermont County Fairgrounds. The fourth annual Falcon Mini Meet was once again hosted by the Ohio Valley Chapter of the Falcon Club of America. Held in conjunction with the 33rd Annual Pumpkin Run Nationals, this show within a show gets better every year. With thirty-five participants arriving in time for judging on Saturday, our Mini Meet experienced its largest field of judged cars to date!

In order to show appreciation to our Mini Meet participants the Ohio Valley Chapter likes to design and present truly unique awards instead of buying a standard off-the-shelf trophy. This year we decided to use the making of the trophies as an excuse to get out into the surrounding area's wrecking yards and swap meets to scrounge for parts. That could explain why each award included a junk yard fresh Falcon script along with a commemorative plaque mounted on a chunk of distressed wood. The club worked hard to make these happen and they turned out super nice.

As usual, the Mini Meet participants found out that deciding on just the top ten cars isn't an easy job. As you can see by the pictures, we had some top quality cars to choose from this year. Also, thanks to generous donations from the Bluegrass Chapter and our own members, some killer door prizes made all of the participants very happy. We had such an abundance that everybody took home a nice prize just for showing up.

Because the Ohio Valley Chapter encompasses a large geographical area, our Mini Meet is the best chance every year for members to get reacquainted





with one another and be together as a club. This year was no different with 21 members present for our chapter meeting. After a busy day of getting cars parked, handing out judging sheets, counting votes and enjoying a great potluck dinner the Top Ten Awards were finally presented. After that we held our chapter meeting and ended the day with the continuation of a club tradition.

That tradition would be the presentation of the Ed Schmidtgesling Memorial Award. Ed was a founding member of our chapter and also a club officer. He possessed a calm way of dealing with things and a spirit of helpfulness towards fellow club members that we all found very inspiring. Ed passed away in July of 2007 and his presence is greatly missed by all. That's where the award comes into play. As a way to keep his memory alive we present it each year to the member that most embodies Ed's spirit.

This year that person was Jim Norvell, who like Ed, is also a founding member of the Ohio Valley Chapter. Jim is always quick to pitch in if somebody needs help. He is present anytime we call a club workday; and if you need a part for your project Jim has it or knows where to get one. It's people like him that make this chapter great. Keep up the good work Jim, may you inspire others as Ed did!

As a club we look forward to the Mini Meet all year because we can always count on adding some new members to our ranks and those of the FCA. Once again this year we managed to gather more Falcons than most of the Pumpkin Run attendees had ever seen in one place. Even at a show whose attendance regularly approaches 3000 cars, thirty-five Falcons parked together makes quite the impression! That sight alone made more than one person smile and remember the Falcons in

—Continued on page 18

Falcons Roost at the Pumpkin Run

—Continued from page 17

their past. Vans, trucks, station wagons, hardtops, sedans and convertibles—we had them all. It was not uncommon to overhear a spectator remark that they didn't know Ford even made so many different kinds of Falcons!

The Ohio Valley Chapter hopes that a few more members of the FCA will join us at our Fall 2009 Mini Meet. Remember, our one day show is just a small part of a much larger picture. The Pumpkin Run host club, the Fastiques Rod and Custom of Southern Ohio, allows us to be a part of one of the largest car shows in the tri-state area. The Pumpkin Run takes place over three days with a large swap meet area (yes, there are lots of Ford and Falcon parts), crafts, music, dancing and activities for the kids with proceeds donated to the Shriner's Burns Hospital for Children. To date the Fastiques have donated over \$500,000 to this cause alone. The split the pot is one of the largest around. This past show somebody took home over \$14,500 on just Sunday's winnings. The show's grand prize is a rolling chassis project car (no, it's not a Falcon) worth over \$20,000 and is awarded on Sunday in a random drawing. All you have to do to win is be registered and on the grounds with your car when they call your winning number. It's that easy!

Hope to see you at the Ohio Valley Chapter's 2009 Mini Meet. Mark your calendar for October 3, 4, and 5, 2009.

On the web:
ovcfca.com
pumpkinrunnationals.com

—Submitted by Jerry York
(FCA # 7822)
—Photos by Ronda Corbin



Not the average car show trophy



Comets invited in spirit of brotherhood



Seeing more of these...



It IS a Falcon, we all know what year, right?



Unofficial club Sergeant at Arms Danny Barnhouse was on hand to see that the votes were counted properly.



—Falcon Family Photos—

Herb M. Gordon of Reynoldsburg, Ohio sent this photo of his Ranchero via Ruby. Herb is FCA #13613.

When sending your photos—directly to the Editor, please—make sure and include the year of the car.



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NIFTY THRIFTY SIXTIES CAR SHOW



Like the Falcon, the Mercury Comet is celebrating the 50th anniversary of its introduction this year. 1959 was a milestone year for automobiles as each of the Big Three recognized the demand for an economical compact car.

Americans liked big cars and the Rambler and Volkswagon notwithstanding, the country had not yet bought into the idea of a small, fuel efficient car. It wasn't until Ford, Chevrolet and Chrysler entered the compact market that the idea of "less is more" finally caught on. Each manufacturer released its version for 1960. Out came the Falcon, Comet, Corvair and Valiant each sporting design austerity and fuel efficiency.

This is an historical event that should be celebrated. We are having a show featuring all makes and models of these groundbreaking cars August 14th and 15th, 2009 in Cleveland, Ohio. This will be a unique one-time opportunity to have all four brands together in one spot.

The site for the show is the Holiday Inn, Independence, Ohio (8 miles from downtown). They have offered a special show rate of \$89; expires July 13. Comet East Club is acting as host for the event and more information and registration form can be found at www.cometeastcarclub.org.



—Bill Adams
President
Comet East Club

Mark Your Calendar August 14th - 15th 2009

By 1959, the idea of an economical compact car finally caught on with enough people that the Big Three automakers decided to introduce their versions for 1960. Out came the Corvair, Comet, Falcon and Valiant. Come celebrate the 50th anniversary of this historic event August 14-15, 2009 at the *Nifty Thrifty Sixties Car Show. Pre-register before July 13th and save!*

Show Site Holiday Inn South Independence, Cleveland, Ohio

Area attractions 10 minutes distance from show site:

Rock & Roll Hall of Fame, Woman's Air Museum, Cleveland Air & Space Museums, Tours of the USS Cod WWII Submarine, Steamship William G. Mather Museum, Crawford Auto-Aviation Museum, Tower City Shopping Center, and many more attractions.

Remember the *Holiday Inn South Independence* is the official host Hotel for the show.

Make your reservation by calling **216-524-8050** and be sure to mention the show. *Special Rates*

Falcon 1960 thru 1970



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Comet 1960 thru 1977



Valiant 1960 thru 1973



Show site from MAJOR HIGHWAYS:

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Registration Form

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Year _____ Body Style _____ Color _____ Category _____

Year _____ Body Style _____ Color _____ Category _____

Category/Class: Stock, Daily Driver, Modified, Diamond in the Rough, Master and Display. See Web Site: www.falconclub.com/category.html for category/class descriptions. Note: Class Ties will be broken by registration date.

	Before 7/01/09	After 7/01/09	Qty.	Remittance
First Falcon	\$20.	\$25.	_____	_____
Additional Falcons	\$15.	\$20.	_____	_____
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Banquet (Under 12)	\$15.	_____	_____	_____
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Total Remittance _____

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Mail Registration and Payment:

Phil Barber, 2574 Riva Rd, Apt 17, Annapolis, MD 21401

For additional information, please call or email the committee chairman, Mike Garrett, at 301-916-3323 or megarrett35@msn.com or the registrar, Phil Barber, at 410-266-8271 or pbarberpr@aol.com

Entrant releases the FCA Inc, Mason Dixon Chapter, FCA and host hotel from all liability.

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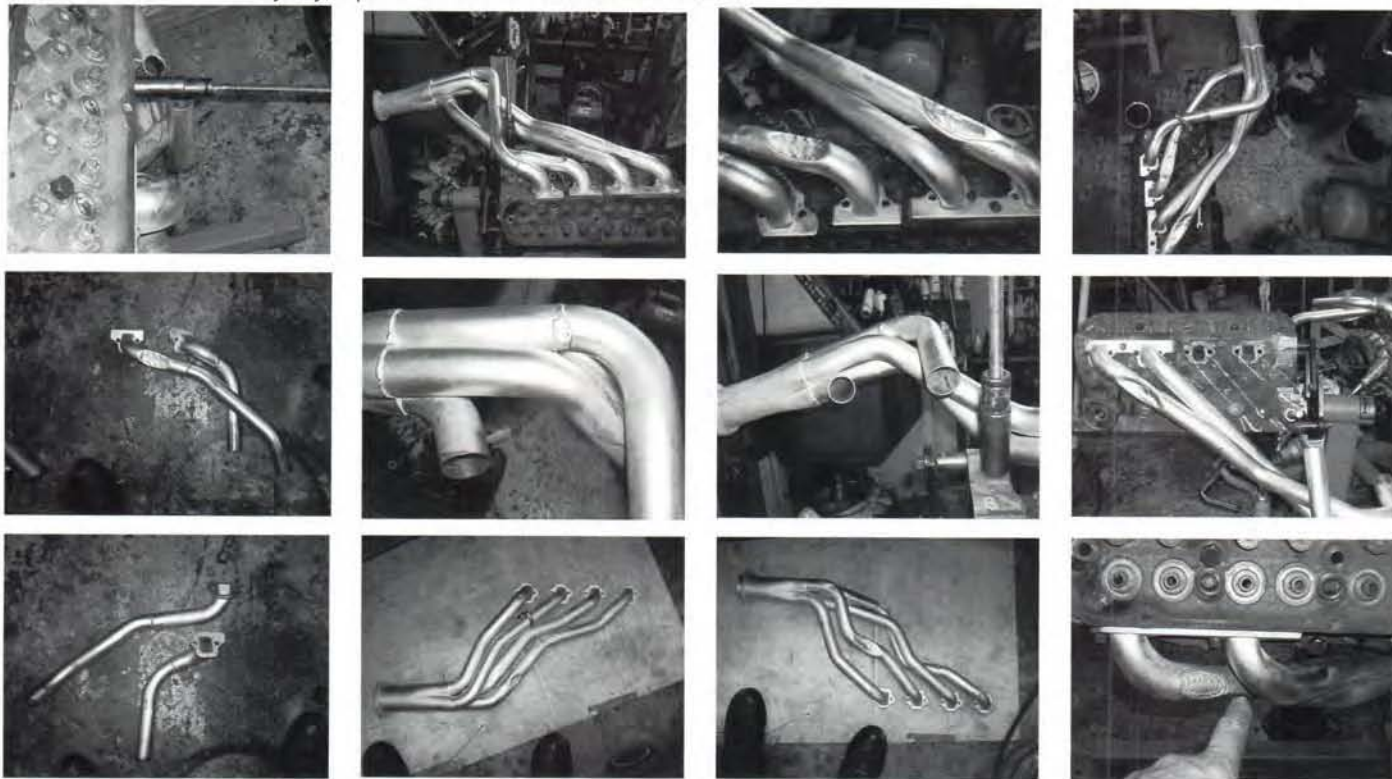


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TECH TIP: HOOKER HEADERS MANUFACTURE & INSTALL

Bruce Thompson, FCA #1223 and Performance Technical Advisor writes, "I finally cooked up headers for the 1960–1963. A modification of Mustang headers, Hooker or Hedman. It was an easy install too. Floor clearance (LH), steering box and tower rib clearance too. As they say, a picture's worth a thousand words..."



To make Hooker 6901 headers for 1960–63 (narrowest) Falcon, I had to rework tubes #7 & 8. The right side header fit right in. I removed tubes 7 & 8 from my 6901's and the remaining 5 & 6 tubes with collector fit right in after massaging for the tower's middle rib and corner of the steering gear housing. I left upward stubs on the collector for 7 & 8. I cut off the flange back of #6 port and behind #7 port, leaving individual port flanges there. I left 45 degree outward stubs on the flanges of 7 & 8.

In doing a trial-fit on an engine out of the car, I faked having a frame present. I took some all-thread 1/2" in the clutch ball's hole on the block, a piece of 4 3/4" long pipe and a piece of plywood to be like the frame, and a nut to hold it there. Headers would fit within that limit, as proven later, by a millimeter. With the cut-up header on my dummy motor (a head & a block), I took some 1 1/2" od tube (1.25 trade size emt conduit), slid it in the #7 stub and found the shortest route OVER the clutch linkage and down to the #8 stub on the collector, as space is important here. I used a muffler shop pipe bender a LOT of times to get the tube right and to slip in the collector's stub.

The Hooker Headers are 1-5/8 inch so 1.5 od tube slips in nicely. I tack welded up top into the port stub. I left the lower one to slip on. I repeated the #8 tube same process OVER the clutch bar, welded up top and slip-on down low. Good reason. The install that used to be 10-11 hours is now 45 minutes with clutch linkage in car. The 7 then 8 tubes are the last things put on left side. I took choice to have the mounts loose to buy me some extra but not mandatory room, THEN I put on the right header and it was easy. I used plenty of red 650F Silicone RTV on the slip joints and on the ports. I do not believe in header gaskets, as they crush and later blow out. Good thing about a 289 SBF is the water is right near the ports inside so 650F will rarely or never happen there. Also the mounting is more rigid at the motor. One thing I like to do with all headers is a piece of 1/8x2 or 1/4 x1 or more band iron off the inner collector flange bolt to the tranny side of the tranny mount. It will rock with the motor and lend vertical- only support, yet allow expansion lengthwise. No more header troubles for me. I like to leave stuff in there 15-20 years and I do. Besides the fit-up the slip fit tubes made this an easy job now, putting them in one at a time from the top and bolting up as I go. Trial fit is very important—precision is a must. I will say this was all worth it as the car sounds nice now. I think the old 1962–63 Challenger Program (Ford before Dodge or Space Shuttle) would be proud of me. I am happy with this one. I tried all the manufacturers and it wasn't a Chevy, so I outdid them on my own.

—Submitted by Bruce Thompson (FCA #1223)
Performance Tech Advisor
Martinsville, New Jersey

Falcon Club of America Regularly Scheduled Chapter Meetings

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Classified Ads (con't)

—Continued from page 12

One extra Fordomatic transmission \$150. Bill Kecskes, 248-887-4849 or jbkecs@netzero.com. Open for trades. MI.

1961 Ranchero drivers side front fender \$65.00, Hood \$35.00, drivers and passengers doors both for \$125.00 all items are rust free. I will be attending this year's National Convention in Dover, I could bring them there. For more info contact John Mirretti 847-456-1691 Wadsworth, IL.

1962 Falcon four door parts. Body parts, transmissions, motors, all kinds of parts. Perry Lee, 860-568-1829. CT.

1963 Falcon 6 cylinder front end steering and suspension to be sold as a one lot. Includes shock towers, upper and lower control arms, tie rods, coil springs, steering box, steering column, 4 lug brake drums and other miscellaneous parts. \$300. Rear end, 4 lug, 3:20:1 ratio (L8Y-J1 3:20 3EE 505), \$ 50. All parts plus shipping. Prefer local pick up or possible pick up at FCA nationals in Dover. Pictures available. John, 859-492-6542, KY.

1964 Falcon rear seat, VGC \$80, Sprint steering wheel and horn ring, OK for daily driver, \$50. Heater box seal, new \$20. MSD Blaster two coil, new \$30. 1964 instrument cluster, no broken tabs, \$10. Fuel line, 8 cyl ht 5/16" new \$40. Pete, 202-696-5985. NJ.

1964-1965 Falcon passenger side fender and Door, both for \$150. Tom Maslanka, 860-583-6359. CT.

Falcon Luggage Rack, taken from a 1964 station wagon, but applicable to all wagons 1960-'65. This unit has been professionally restored, now gorgeous and like new. Four bases and four poles with corners re-chromed, five slats polished, complete with all hardware and factory mounting instructions. One decent base pad and one slat pad were salvaged for use as templates. \$1200.

Email for detailed pictures. Norm Huie, San Clemente, huiehome@cox.net, or 949-498-8974. CA.

Kellogg's Garage has a recent acquisition of NOS 1960-1963 parts and good used parts as well: Grilles, headlight rings, horn rings, 13/4" wire wheel covers. Can email a list for your perusal. Lenny Kellogg, the Junkyard Junkie. lenkellogg@lpbroadband.net or 970-593-1964 CO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us.

T-5 transmission with 5-10 tailshaft and bell housing, \$200. OBO. Falcon book \$50. new, \$30 with slight damage to binding. Ansen scattershield with clutch linkage, clutch, Hurst shifter, but no pedals, \$150. OBO. V8 fan blade new, \$20. Pete, 202-696-5985. NJ.

Large 27-year collection of good used Falcon Parts for reasonable prices. Also some parts for Comets and Fairlanes. Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1963 Falcon NOS: V8 arm and bushing \$175., six cylinder exhaust manifold \$170, six cylinder standard shift radiator \$125., hood hinges, do not take springs, \$50. pair, temperature cable \$30., license light lens \$20., quarter molding Futura \$135 ea., door molding

Futura \$100. ea., much more. Frank G. Stewart, 440-282-6277. OH.

1967 carburetor for 289 2V w/automatic tag # C7DF R, \$50. 1970 302 heads: cast # DOOE, \$100 pr. 1968 302 4V stroked to 347: Eagle rotating assembly, Holley, Edelbrock, MSD, ARP main & head studs, roller rockers and stud girdles \$4,800. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com.

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

Where's My Ad?

Classified ads must be renewed monthly to continue to run. Please use guidelines on page 6 for correct formatting and deadline information. Please do not request that your ad run for multiple insertions when submitting. Although the deadline is the first of the month preceding the issue, please submit early as the issue closes on the first. Photo ads are \$20 and will run for two months. Advertise in *The National Falcon News*. You will get results!

Heading for FCA Nationals in Delaware? Me too! Can't go? Follow daily at wcrosby.com. Click on Falcon Weblog. Or from falconclub.com. Either way, check it out!

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Quality Parts

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Coil Over Rear Suspension Kit for 1960 - 1965 Ranchero/Falcon

NEW!

This quality kit is the perfect companion to our Mustang 2 conversion or can be used by itself. The complete kit allows you to replace your "tired" leaf springs with a 100% bolt in adjustable ride height coil over suspension. The coil is fully adjustable for ride height that you require. NO WELDING REQUIRED! Use our "slide adjust" mounting bracket system to bolt the threaded aluminum Aldan Eagle coilover shocks/springs and lower two links to your 8" or 9" housing. Body roll and front to rear roll couple is controlled by our bolt-in 3/4" black powdercoated sway bar and end link package. AGAIN, NO WELDING! Minimum installation hassle with maximum results!! Creates a more stable performance ride for better handling and road feel. One inch outside diameter x .120 wall round steel tubing with 5/8" rod ends make up the upper two triangulated links that bolt to your housing using our center section bracket. Upper link bar bolts between the frame rails for a 100% now weld anywhere installation. The upper two links are adjustable for fine tuning on pinion angle if necessary. Comes with all grade 8 hardware and thorough installation instructions. Optional chrome springs are available for an additional charge. Coilover spanner wrench included. **Order with our Mustang 2 front conversion kit and we will take \$100 off the total!**

Part Number: RCM114 Your Price: \$1695.00

1960-1962 Falcon Back-Up Light Lenses

NEW!

Now available are the correct lenses for the 1960-1962 Falcon back up lights. These are mounted on the rear panel separate from the tail lights.

BUL60X.....60-62 Falcon Back Up Light Lenses.....ea 19.95

NEW!

1964-1965 Ranchero Falcon Fuel Gauge

Brand new reproduction fuel gauge manufactured with UV coating to protect the silk screened printing from fading. Gauge is an exact reproduction with Ford part number and logos. All gauges are pre-tested for accuracy

FGI64X.....64-65 Ranchero, Falcon Fuel Gauge.....ea 89.95



1963-1965 Falcon Four Speed Tunnel Hump

COMING SOON

This is a quality die stamped reproduction of the original four speed tunnel hump used on 1963-1965 Falcons with factory four speed. This is just like the original with all factory shape and hole pattern included. Finally, a metal version made in the USA!



TTH63X.....63-65 Falcon Four Speed Tunnel Hump.....ea 149.95

NEW!

Small Block Tall Finned Cover



VC289-BK - Black

VC289-PL - Polished

Beautiful new small block Ford aluminum valve covers features a tall fin design. These new valve covers will set you apart from the crowd! Fits most roller rockers and have baffles installed. Manufactured in the USA!

VC289-PLSmall Block Tall Finned Cover-Polishedea 219.95

VC289-BKSmall Block Tall Finned Cover-Black Finned.....ea 189.95

NEW!

Watches - Men's & Women's



WAT031



WAT053



WAT054

New water resistant watches, comes with collectible gift box. 3-Year limited warranty.

WAT031.....Ford Black Dial Men's Watch-Rubber & Metal Bandea 59.95

WAT053.....Ford Men's Two-Tone-w/Metal Band Calender Watch.....ea 49.95

WAT054.....Ford Ladies Two-Tone-w/Metal Band Calender Watch.....ea 49.95

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Feature Falcon

THANKS

Thanks to Jim West in Little Rock, Arkansas, Bob Matich found the location of a Falcon “bone yard” in Pine Bluff, Arkansas. In the Spring of 1993, Bob bought this 1962 Ranchero Futura and fifteen years later, it was finished. The Ranchero was shown for the first time at the Metro Detroit Regional Meet.

The Ranchero was used as a junk truck, but Bob didn't care because it was complete. He writes, “It wasn't until later when it was sandblasted that I discovered how bad it was.”

The truck is a Ranchero on the outside, but a 1983 T Bird Turbo 2.3 fuel injected monster on the inside, with T50D transmission, 345 Ford Ranger rear end, Granada front disc brakes, 2002 SVT Focus bucket seats and 2007 Ford Escape silver paint.

Bob gives special thanks to his son, Steven, who is employed at DST in Romulus, Michigan for all his input and help.

—Submitted by Bob Matich
(FCA #8005)
Garden City, Michigan



1993, Pine Bluff, Arkansas



*"It's a Ranchero
on the outside,
but on the
inside—T Bird
Turbo fuel
injected..."*





I have done about 15 restorations over the past 30 years, but this was the car I always wanted, a 1963 Falcon Futura convertible. I remember buying a Falcon in 1963 for \$1600. The car on the display floor was the car I really wanted, but the maroon Futura convertible was way out of my price range—\$1900. I had to settle for the stripped down two door sedan. But it is never too late.

I bought this wreck two years ago from a junk yard in Virginia. It had no engine and was missing two fenders, and lots of other things.

I had an excellent mechanic and especially outstanding body work. We could not buy a new 260 engine, because they don't make them anymore. We went with the next engine up, a new 302. Boy, this is a fast engine for in such a light body. After 15 cars, I finally found the car of my dreams, and I am keeping it!

—Submitted by Bob Gallop
(FCA #11551)
Lester, Pennsylvania



"I finally found the car of my dreams, and I am keeping it!"